Bangladesh-Calcutta

Assam-Bangladesh

Calcutta-Haldia

Haldia-Calcutta

Calcutta Internal Saugor Operations

Haldia-Budge Budge (POL)

The CIWTC do not operate any passenger service. The Shipping Corporation of India (SCI) do not operate any river services for cargo or passenger traffic between Calcutta and Dibrugarh.

(b) Prior to 1950, 150T to 250T steamers used to operate between Calcutta and Dibrugarh on regular basis. After the earth quake in 1950, the vessels were operated only upto Desangmukh as the terrain between Dibrugarh and Desangmukh became diffiult and bed raised up by over 3 metres.

(c) Regular service is being run by the CIWTC from Calcutta to Guwahati as per availability of cargo. The CIWTC has deck loading vessel for carriage of heavy over-dimensional cargo.

(d) and (e) A minimum of 2 m depth is being maintained by tre Inland Waterways Authority of India (IWAI) in the Dhubri-Guwahati stretch of the river Brehmaputra. The IWAI has a scheme to develop and maintain a minimum of 2 m depth in the Guwahati-Dibrugarh stretch and to develop a terminal with cargo handling facility at Dibrugarh, depending on the traffic demand.

निजी निवेशकों द्वारा सरकारी गारन्टी की मांग किया जाना

1327. **श्री सोमपाल** *

श्री अनन्त राम जायसवाल *

क्या जल-भूतलज परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि देश और विदेश में निजी निवेशकों ने सड़क निर्माण परियोजनाओं में निवेश करने के लिए सरकार से प्रति-गारंटी (काउंटर-गारन्टी) की मांग की है ;

(ख) यदि हां, तो इस पर सरकार की क्या प्रतिक्रिया है ;

(ग) क्या सड़क निर्माण का कार्य निजी कंपनियों को देने के विषय पर सरकार ने कोई अंतिम निर्णय लिया है ;

(घ) यदि हां, तो इस परियोजना की मुख्य बातें क्या है और उसे कब तक लागू किए जाने की संभावना है ; और

(ङ) निजी कंपनियों को यह कार्य किन शर्तों पर दिए जाने की संभावना है ?

जल-भूतल परिवहन मंत्रालय में राज्य मंत्री (श्री जगदीश टाइटलर) (क) से (ङ)- सरकार, विभिन्न राज्यों में राष्ट्रीय राजमार्गों पर बी०ओ०टी० (बनाओ, चलाओ और स्तांतरित करो) के आधार पर शुल्क-आधारित सुविधाओं के निर्माण रखरखाव और प्रचालन में निजी क्षेत्र की भागीदारी को शामिल करने पर विचार कर रही है । तथापि, इस संबंध में नीति-संबंधी दिशा निर्देशों का अभी अन्तिम रूप नहीं दिया गया है । इसलिए अभी इस स्तर पर स्थिति विनिर्दिष्ट कर पाना संभव नहीं है ।

Development of National Highway Projects

1328. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to a press news-item captioned "Poor planning hits projects as reported in the Statesman dated 4th July, 1994;

(b) if so, whether the growth of vehicles on National Highways are increasing and the development of Highways is poor;

(c) if so, the reaction of Government in this regard; and

(d) what steps Government propose to take to implement National Highway projects in the country?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Government is aware of the position indicated in the news item in question.

(b) to (d) There has been growth of vehicle population on the National Highways but due to resource crunch, it has not been possible to develop the National Highways to the desired level. However, efforts are made to keep the National Highways in traffic worthy condition within the available funds. In order to augment the budgetary sources, it is proposed to involve the Private Sector participation also in the construction, maintenance and operation of fee based facilities on National Highways on BOT (Build, Operate and Transfer) basis.

Privatisation of inland waterways

1329. SHRI KRISHNA KUMAR BIRLA:
SHRI GHUFRAN AZAM:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have recently taken a decision to open up the Inland Waterways to be private sector for carriage of cargo;

(b) if so, the details of the private sector companies shown interest in this regard:

(c) whether the cargo handling situation at various ports will be improved as a result thereto; and

(d) if so, to what extent?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The National Waterways being maintained by the Central Govt. are opened for navigation by private as well as Govt. agencies for movement of cargo and passengers. Therefore, the Govt. taking a decision recently to open up the Inland Waterways to the private sector for carriage of cargo does not arise.

(b) However, to ascertain the chances of more private participation in operating vessels in the National Waterway No. 1 (The Ganga) for movement of cargo like crude oil, coke, coal, etc., an advertisement was made in newspapers in June, 1994 and the response was encouraging, as about 60 applications were received.

(c) and (d) The National Waterways (Ganga, Brahmaputra and West Coast Canal) are not directly connected with ports export the ports of Calcutta|Haldia with Ganga and Cochin with West Coast Canal. In respeyt of Calcutta|Hadlja and Cochin, cargo handling situation may improve.

Uncleaned DTC and STA Buses in Delhi

1330. SYED SIBTEY RAZI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the report captioned "Dirty buses add to commuters' woes" which appeared in the Hindustan Times dated the 9th July, 1994;

(b) if so, facts of these reports;

(c) whether the Depots under DTC have a post of Duty Officer to ensure proper cleanlines of buses before these are sent out for commuters' use;

(d) whether the buses under STA have some permit conditions to ensure cleanliness of buses;

(e) if so, details thereof;